





## Mails.

## NORDDEUTSCHER LLOYD,

## BREMER.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" Capt. C. Meiners	WEDNESDAY, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. C. Dewers	About WEDNESDAY, 19th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. Gathmann	FRIDAY, 21st May, 10 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About SATURDAY, 29th May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

## MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 6th May, 1909.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA.....	SYDNEY .....	Kure .....	24th May, P.M.
MARSEILLES, VIA PORTS .....	OCEANIAN .....	Sellier .....	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA .....	TOURANE .....	Lancelin .....	7th June, P.M.
MARSEILLES, VIA PORTS .....	POLYNESIAN .....	Broc .....	8th June, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 11th May, 1909.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD"	1,900 tons, 14 knots.
S.S. "CHARLES-HARDOUIN"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line  
Departure from Hongkong at 10 P.M. (Sundays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fan and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

## HONGKONG-MANILA-

## ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Sievert	MANILA	Immediate despatch.

For Freight or Passage, apply to

BARRETTO &amp; CO.,

Agents.

May, 1909.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 90.5 ft. bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Lanchons of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Bootts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

## To Let.

## TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.  
Apply to—  
S. J. DAVID & Co.,  
Princes Buildings,  
Hongkong, 25th March, 1909. [392]

## TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.  
Apply to—  
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,  
No. 8, Queen's Road West,  
Hongkong, 9th March, 1909. [243]

## TO LET.

NO. 3 MORRISON HILL. Entry about 1st proximo.  
Apply to—  
Messrs. JARDINE, MATHESON & Co., LTD.,  
Hongkong, 13th May, 1909. [408]

## TO LET.

GODOWN No. 14, DUDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,  
Hongkong, 1st April, 1909. [19]

## TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.  
No. 3 CLIFTON GARDENS, CONDUIT ROAD.  
A HOUSE in WONG-NEI-CHUNG ROAD.  
A HOUSE in RIFON TERRACE.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VEXES ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE, No. 10, DES VEXES ROAD CENTRAL, 1st Floor.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 19th April 1909. [5]

## TO LET.

TWO AIRY ROOMS in a house on BELLIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—  
"HOUSEHOLDER"  
C/o Hongkong Telegraph.  
Hongkong, 5th March, 1909. [139]

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vexes Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.  
Apply to—  
THE COMPTON DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central,  
Hongkong, 24th February, 1909. [182]

## TO LET.

ROOMS suitable for Offices in No. 10, 1CR HOUSE STREET, in rear of David Sassoon & Co.'s premises.  
Apply to—  
DAVID SASSOON & Co., LTD.,  
Hongkong, 13th May, 1909. [151]

## JUST LANDED:

The well-known and famous brandy "Bisquit Dubouche &amp; Co."

XXX Very Old Fine .....\$2.50  
V.O.C.B. Guaranteed 20 Years Old ..... 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,  
Hongkong, 30th April, 1909. [4]F. BLACKHEAD & Co.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.Sole Agents for  
FERGUSON'S SPECIAL CREAM.and  
P. & O. SPECIAL LIQUOR POOTON WHISKY, &c.EVERY KIND OF  
SHIPS' STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES  
Barrington 27th March, 1909. [181]

O. G. MOOSA,

1 &amp; 3, D'AGUILAR STREET

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed  
HAT, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN  
VARIOUS COLORS.

MOUSQUETIERE GLOVES

IN  
WHITE, BLACK & COLORS.WOOLEN DELAINES, NUNSVAIL-  
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S  
UNDERCLOTHINGS.Samples on application, Coast  
Port orders carefully executed.

Hartington 27th March, 1909. [181]

## BATAVIAN CANALS.

## A MONUMENT OF DUTCH ENTERPRISE.

It is in their wonderful system of canals that we recognise the true genius of the Dutch in their administration of a tropical country. It is impossible to live in Batavia for any length of time without realising, with ever increasing intensity, the sound judgment displayed in providing free circulation of a large volume of water here, there, and everywhere throughout this cosmopolitan city. Recognising that Eastern peoples do not regard the questions of sanitation from the scientific standpoint, the Government has by its system of canals reduced the danger arising from insanitary habits to a minimum. This will be more thoroughly realised when the system has been exemplified, says a *Malay Mail* correspondent.

It has already been remarked that there is a very gradual fall of the land from the southern boundary of Batavia to the sea—a fall which is constant, from the Praangerhigh-lands. Bearing in mind the heavy rainfall, it is obvious that two of the three great difficulties connected with a scheme of canals are, from purely natural causes, practically non-existent.

There are then, entering Batavia at Mt. Cornelis and Tanah Abang respectively—i.e. the south-east and south-west corners, so to speak, two main canals, perhaps 60 feet wide, and 20 feet deep. The former of the two is a river, widened and deepened, and its banks protected by a heavy course of masonry. At a couple of miles further on, a branch to the east runs through the cultivated lands outside the town limits, making for the sea at a point about midway between Tandjong Priok and Batavia. At the Citadel, in Weltevreden, the original river canal divides east and west, the former being carried artificially through the town, running parallel to the electric tram, and in a bee line to the sea. The latter, following the steam-tram, travels through the main street of the town, and for the most part in a straight line, also reaches the ocean. The other great canal from Tanah Abang makes a wide detour to the west of the town, and has also some important off-shoots, connecting it with the central canal of which mention has been made. There are, thus three main channels conveying a great volume of water through the town, along its greatest length, and these are connected by scores of subsidiary canals, the whole system being so complete that there are few houses distant more than, say, fifty yards from a stream of running water, from four to twelve feet deep or even more than that after continued heavy rains.

These canals are not only used for barges and rafts bringing down timber and bamboo from the highlands, and bringing up heavy goods from the docks, but they are to the native bath and laundry. Horses are frequently washed therein, and the native does not hesitate to stake his thirst in its waters, which are, by-the-bye, always mud-coloured.

## ALCOHOL AND THE RACE.

PERILS OF PARENTHOOD AMONG THE INTELLIGENT.

A remarkably interesting paper, entitled "Alcoholism and Eugenics," was read by Dr. C. W. Saleeby before the Society for the Study of Inebriety.

The effects of alcoholic poisoning and lead poisoning, he pointed out, were very similar. They had the best evidence that they caused degeneration in offspring. The mother, the developing child, and the race suffered and of these the mother, of course, was the most seriously affected.

It had been shown, Dr. Saleeby stated, that an enormously large proportion of the children born of parents engaged in lead work or allied trades died during the first year, while a similar proportion of those who survived were either morally or physically degenerate. It was, therefore, reasonable to assume that much the same state of things resulted from lead poisoning as from alcoholic poisoning.

NO PHENOMENON SO HORRIBLE

Taken in its entirety the case against alcoholic parenthood was overwhelming. No phenomenon so horrible was to be found in the entire realm of living nature outside the realm of man.

In combating this evil they did not propose to go back to Nature's methods and destroy. It was not proposed that they should work through a selective death-rate as Nature did, but through a selective birth-rate. They distinguished between the right to live and the right to parenthood, and, further, the application of this principle to the persons affected involved the greatest happiness for them, and the greatest monetary economy for society, while, at the same time, protecting the future. The interests of the race and the individual were one.

## THE ALCOHOLIC DEVOTE.

The practical policy that it was desirable to advocate was interference with the parenthood of the alcoholic devotees. All future legislation and all future public opinion in this matter would more and more take the line of insisting on the immense importance of parenthood, and restricting that of persons addicted to alcoholism.

The president of the society, Dr. T. Clay Shaw, said the scientific study of the whole question had been placed on a much more satisfactory basis, and the excuse for heavy drinking had now been taken away.

## LEE YEE.

## HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

11, D'AGUILAR STREET,  
HONGKONG

Telephone, 1st Station, 27.

## WHAT THE FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha, but for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.—  
Signal.

1. A CONE point upwards Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a UM below Indicates a Typhoon to the North-East of the Colony.
3. A DRUM Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a UM below Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below Indicates a Typhoon to the South-West of the Colony.
7. A BALL Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bomb, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoist in the Harbour.

Gap Rock	Aberdeen.
Waglan	Sai Koi Wan.
Stanley	Sai Kung.
Cape Collinson	Sai Tin Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

T. G. FROST, Director.

19th May, 1909.







## Intimation.

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

# Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a tencupful to three gallons, makes a solution of the strength required for this purpose.

## HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint ..... 50 cents  
" " Gallon ..... \$1.00

**A. S. WATSON & CO., LIMITED,**  
HONGKONG DISPENSARY  
AND  
KOWLOON DISPENSARY.  
Hon Kong, 17th March, 1909. [38]

**BIRTH.**  
On May 4, 1909, at Shanghai, the wife of JACOB FISCHER, I. M. Customs, a daughter.  
**MARRIAGE.**  
On May 1, 1909, at Tsingtao, ERIK TOLLERSEN, of Drammen, Norway, to DOLORES ROCHÉ, of Tsingtao.

**The Hongkong Telegraph**  
HONGKONG, THURSDAY, MAY 13, 1909.

### THE CHINA ASSOCIATION IN SHANGHAI.

When the Chairman of the China Association (Shanghai Branch) submitted his annual report to the members at the meeting held last week he was compelled to confess that they could not point to any great achievement in regard to what might be called "work done," but he argued that although there had been great changes in the Government, matters affecting the administration remained on much the same footing as before. Not that the Chinese Government had not issued orders and edicts which afford promise of great constitutional reforms in the future, but so far to use the speaker's words, "it has been a time of 'great cry and little wool.'" In a broad sense this may be deemed a truism, but Rome was not built in a day. There has been evidence galore that the Chinese are adopting active measures and taking energetic steps to advance the importance of the Empire as an industrial and commercial factor, to lead the people in the direction of higher ideals in the way of modern thought and methods and to realise that principle, which to many minds is being followed far too precipitately, of China for the Chinese. It was Lord William Cecil, who in a letter to the *Times*, wrote that China had begun to revolve, that "after 2,000 years and more of conservative existence China has realised that she must change," and the only question was, which way shall she change? The writer does not pretend to realise the form this movement will ultimately take, but any observer must see for himself that the advent of a new Emperor, guided by men of travelled experience and noted patriots, will prove of enormous value in leading the Chinese along the paths of progress, and material advancement through the enlightened views which are held by the principal men holding the reins of the Empire.

Accepting the fact that last year was a time of "great cry and little wool," it is certain that among the Chinese themselves a broader outlook is being taken of their national importance, as indicated by the demand for constitutional government, the manifest desire for Western knowledge and technical education, the readiness shown to maintain the dignity of China and respect slight on their national character, and in other ways which need not be alluded to at the moment. When the speaker had declared that nothing of great importance had occurred in administrative affairs during the year, he made allusion to what is certainly a noteworthy fact, the increasing power of the provincial Governments. In this connection he said: "Perhaps the most striking development for the time being is the tendency to greater assertion of provincial rights by the provinces, at the expense of central control. The country has heard a great deal about constitutional government—it is evident that if the principle of representation is admitted, the local gentry will have a more direct share in the Government of the country in the future than in the past; apparently they are not prepared to wait until the new system has been inaugurated, but feeling that they are even more than formerly, a power in the land, they are disposed to exert authority more and more in the direction of controlling provincial affairs, and are inclined to regard many public works as local affairs, in which they are entitled to take a hand, even although the Central Government may be providing the funds out of foreign loans. The provincial administrations seem inclined to encourage this movement, in the absence of a united government under a strong leader at Peking, and perhaps to this cause, as much as to any other, may be attributed the unsatisfactory control of railway funds, the mismanagement of the currency and the impediments thrown in the way of developing the mining resources of the country. There may be much to say in favour of local management of purely local affairs, there is certainly a great deal to say against too great or too sudden change in an old established and complicated system. A government like that built up in China; many of us would only be too glad to say why not leave well alone, if we could only feel that there were no dangers ahead, but although it is disheartening to find it so difficult to get anything done, we believe that we are doing good work in quietly and temperately making representations to those in authority when we feel that British interests are likely to be affected by the course of events, and in saying British interests it would be difficult to point to an instance in which British interests conflict with the best of China, 'herself.'" It seems clear that the Chairman of the China Association at Shanghai is not exactly in favour of the principle of decentralisation, but in a country like China where the conditions of one province differ so widely from those of another it is difficult to see how any effective scheme of Central control could be effectively maintained. For example, the inert and conservative gentry of Hupeh could not be compared with the alert, energetic and keen-witted gentry of Kwangtung, and it is not surprising if the provincial government at Canton should claim greater powers of local administration than those granted to provinces lying nearer the metropolis. Where Imperial matters are concerned these are bound to rest with the Government at Peking, but otherwise the idea of local self-government is certain to be realised in the future. With regard to the resources of China, the speaker held that these were ample to meet all her obligations and far more than all her present indebtedness, but unless salutary reforms are seriously taken in hand (he added) a time may arise in which this country may find itself confronted with financial troubles, perhaps at some great national crisis, when all her resources and strength would be wanted. The contention that it is interfering with China's "sovereign rights" to hypothecate loans for special purposes seems to us to be quite misleading. No British financier has the slightest desire to interfere with China's "sovereign rights," in the absence of constitutional government, as understood in Western countries, he looks upon the loan agreement as a substitute for a Chinese Act of Parliament, under which the purposes for which loans are negotiated are specifically laid down, he expects these conditions to be adhered to. On the question of currency reform there was of course little to report beyond the fact that the whole question is under consideration of the Chinese Government—which is an old story. The speaker suggested that China should engage the services of a foreign expert and that is the general view, but Professor Jenks was a foreign expert who offered sound dicta as to the best methods of currency reform and nothing came of it. Again the Chinese Government is pledged to the introduction of a uniform national coinage by the terms of Article III of the Mackay treaty, but for all that has been done in the matter since 1902 the agreement might be a dead letter. An exceptionally interesting phrase in the report had reference to the credit system. He

remarked: "As a subject closely allied to currency, the attention of the committee has been drawn to the system prevailing at Tientsin of selling to Chinese on terms of credit, by the crisis in the trade there, and by the claims put forward by foreign merchants there for compensation from the Imperial Government. If the Chinese Government is prepared to accept responsibility for native commercial debts, there will be no lack of claimants from every port in the country; the amount of bad debts at Shanghai alone in the last two years cannot but be very large. No Government in the world would undertake such a responsibility, and it must be admitted there is point in the Chinese comment that the presentation of the claim is proof that foreigners are not always as reasonable as they pretend to be. The Committee are opposed to any extension of trading under the credit." He added: "We are glad to be in a position to acknowledge that the sympathies of the foreign Exchange Banks are against the development of the credit system, and we can only hope that shipping firms and financial houses at home will co-operate with them." He animadverted on trade in Manchuria, Japanese influence, trade marks, import duties, mining laws, etc., with a side glance at the opium question which he dismissed in these words: "We have done little or nothing about this question, as we have regarded it, as it were, as *sub-judice*. Total suppression presents many difficulties, and we have no desire to add to these difficulties by anything we may do or say." He was against increased facilities being afforded the press in municipal matters and even advised greater reticence in regard to the publication of contentious matter. Perhaps he is right, perhaps not, but the tendency of the day is to grant increased facilities to the press rather than to restrict its usefulness as a public servant. We wonder if Mr. J. Anderson, the gentleman from whose utterance we have quoted, is among those who would deny the press access to all gatherings of public interest and yet complain every evening that "there is nothing in the paper to-night?" On the whole the Shanghai Branch of the China Association cannot claim to have done more during the past year than maintain a policy and attitude of "masterly inactivity."

### LOCAL AND GENERAL.

AMONG other distinctions conferred by the Tsar is that of the First Class of the Order of St. Anne given to M. Malevsky-Malevitch, Ambassador in Tokyo.

INSPECTOR Withers and Sergeant E. Fox, of the Hongkong Police Force, will leave the Colony in a few days' time for the homeland on a well earned holiday. They will sail on the 25th instant, by the French mail steamer *Oceanic*.

BREVET-COLONEL H. G. FITTON, D.S.O., Queen's Own Royal West Kent Regiment, who was promoted to the command of the 2nd Battalion when it was stationed at Hongkong, will retire from the command of the battalion at Bangalore in August next under the four years' rule. It is stated that he will get a staff appointment in India in due course.

A MEMORIAL tablet in bronze has been unveiled at Rotterdam in the house where Ferdinand de Lesseps lived from 1838 to 1839, when he represented France there as Consul. The Rotterdam Lloyd, which some time ago celebrated its 25th anniversary, thus honoured the "Creator of the Suez Canal," to whose initiative traders to and from India are so much indebted.

On the 16th April last a man named Ip Chik Fuk (with a *pass* innumerable) was banished from the Colony for five years. It was not the first time that Ip had been deported—this will record his third offence. Yesterday afternoon, while a warder of the Victoria Gaol, No. 1 Ahmed, was off duty, he spotted Ip in Connaught Road, and, needless to say, considering there is a \$10 reward offered for the arrest of all persons retreating from banishment, he placed him under arrest. Ip pleaded guilty to the charge in the Police Court, to-day, and was sentenced to six months' hard labour, and six hours' exposure in the stocks.

ALI-MOHAMMED, a seaman, in the employ of one of the Apat steamships, was charged in the Police Court, this morning, with assaulting one Wong Leung, an opium divan keeper, of 6, Cheung Hing Street, and with doing damage to property to the extent of seventy cents. A quarrel, it would seem, took place between the Chinaman and the Lascar, with the result that the latter struck the Chinaman in the face, and in his "white" heat, destroyed some opium-smoking paraphernalia. On the first charge he was fined \$1, on the second \$2, and also ordered by the Magistrate to pay the complainant one dollar compensation.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Colonel Darling, Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Sir Henry Birkley (Attorney-General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), Hon. Mr. F. J. Bodeley, (Captain Superintendent of Police), Hon. Mr. A. W. Broun (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk, C.M.G. and Mr. C. Clementi (Clerk of Councils).

**ABSENT.**  
Hon. Mr. H. E. Pollock, K.C.  
Hon. Mr. E. A. Hewitt.  
Hon. Mr. K. A. W. Slade.

**MINUTES.**  
The minutes of the last meeting were read and confirmed.

**FINANCE.**  
The Colonial Secretary laid on the table the report of the Finance Committee (No. 3).

**FINANCIAL MINUTES.**  
The Colonial Secretary laid on the table Financial Minutes Nos. 13 to 17. It was agreed that they be referred to the Finance Committee.

**DIVAN LICENSES.**  
With regard to the question of compensation to the licensees of divans, the Colonial Secretary made a statement which was inaudible at the press table.

His Excellency the Governor said that in connection with the criticisms which were made at the last Finance Committee on the vote for \$10,000 compensation to the licensees, he wished to remind the Council that on 12th March last he submitted to the Council the despatch from the Secretary of State which referred to this subject. The Imperial Government proposed to close the whole of the divans at once as they originally announced and promised that they would receive compensation. It was also agreed to pay a substantial part of any loss which might accrue in this Colony through the carrying out of that policy. But they made this condition—that whatever compensation might be found to be equitably due the holders of these licenses would be provided from Colonial funds. That was to say, the licensees should no longer have a renewal of their licenses during the current year. It was part of the arrangement made with the Imperial Government and by which we would receive a substantial part of any loss incurred by this Colony, and consequently we should obtain the bulk of the funds for the current year until the Farm contracts had expired on 31st March next. We could not repudiate our part of the debt and would claim the fulfilment of the policy of the Imperial Government. After referring to the speeches of unofficial members on this subject, His Excellency said he trusted that the Council would not desire it should be understood by H. M. Government that the Council repudiated the views that had already been recorded and of which the Secretary of State had been informed.

**ELECTRIC TRAMWAY.**  
The Colonial Secretary moved the following resolution:—

Resolved that the resolution regarding the running of workmen's cars by the Hongkong Tramway Electric Company, Limited, now known as the Electric Traction Company of Hongkong, Limited, passed by the Legislative Council on the 21st day of June 1906 be and the same is hereby rescinded.

Mr. Wei Yuk seconded.  
Dr. Ho Kai wanted to know whether the arrangement was on record and whether it was a binding thing on the company.

The Colonial Secretary said that the arrangement was on record in writing.

The resolution was adopted.

**POSTAGE STAMPS.**

The Attorney General moved, and the Colonial Secretary seconded, the first reading of a Bill entitled An Ordinance to demonstrate Postage Stamps bearing the Head of Her late Majesty Queen Victoria.

The object of the Bill is to authorize the demonetization of postage stamps bearing the head of Her late Majesty Queen Victoria.

The Bill makes the following provisions:—From and after the 30th day of April, 1909, the use of postage stamps bearing the head of Her late Majesty Queen Victoria shall be discontinued.

After the said 30th day of April, 1909, any letter, newspaper, book, pamphlet, document, parcel, packet or other material, whatsoever transmitted by post stamped with a postage stamp bearing the head of Her late Majesty Queen Victoria shall be deemed to be not duly stamped.

Agreed.

**ABOLITION OF DEATH SENTENCE IN CASE OF CHILDREN.**

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the law with respect to children and young persons.

The Colonial Secretary seconded.  
Bill read a first time.

amend The Life Insurance Companies Ordinance, 1908.

The Colonial Secretary seconded.  
The Bill passed the second reading and the Council went into Committee on the Bill.

The Bill passed Committee.  
The third reading was adjourned.

**CODE OF CIVIL PROCEDURE.**  
The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Code of Civil Procedure.

The Bill passed the second reading and went through Committee.

**EVIDENCE ORDINANCE.**  
The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Evidence Ordinance, 1899.

The Bill passed the second reading and went through Committee.

**WIRELESS TELEGRAPHY.**  
The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Wireless Telegraphy Ordinance, 1903.

The Colonial Secretary seconded, and the second reading was carried.

The Council went into Committee on the Bill which passed through without amendment.

By permission of the Council, the Bill was read a third time and passed.

**MERCHANT SHIPPING ORDINANCE.**  
The Attorney General proposed that the Council go into Committee on the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899.

The Colonial Treasurer said that none of the unofficial members except those representing the Chinese had seen or studied the new amendments and he proposed that consideration of the Bill in Committee be postponed.

**PEAK TRAMWAY.**  
Council postponed Committee on the Bill entitled An Ordinance for authorising the Construction of a Tramway within the Colony of Hongkong.

**ADJOURNMENT.**  
The Council adjourned until Thursday, the 27th inst.

**FINANCE COMMITTEE.**  
A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

**PUBLIC WORKS OFFICES.**  
A sum of five thousand four hundred and fifty dollars in aid of the vote Public Works, Extraordinary, Extension of Old Stables to provide additional office accommodation required for Public Works Department.

**PUBLIC WORKS DEPARTMENT.**  
A sum of two thousand two hundred and thirteen dollars in aid of the vote Public Works Department, Other Charges, less, etc., for stocktaking of stores.

**CONVEYANCE ALLOWANCE.**  
A sum of ninety dollars in aid of the vote, Medical, Departments, C.—Justices, Other Charges, Bacteriological Institute and Mortuaries, conveyance allowance to bacteriological assistant.

**COLONIAL SECRETARY'S OFFICE.**  
A sum of two hundred and seventy dollars in aid of the vote, Colonial Secretary's Department and Legations, Other Charges, typewriter.

**REPAIRS TO LAUNCH.**  
A sum of three hundred and two dollars in aid of the vote, Medical Departments, A.—Staff, Other Charges, Health Officer of Port, repairs to launch.

This was all the business.

### A Lost Passage.

**FARMER ALLEGED TO BE SWINDLED.**

**BROTHERS TO ARRANGE WITH CUSTOMS OFFICIALS IN AMERICA FOR HIS LANDING.**

The story of how a Sao Wei farmer named Chan Sun failed to reach, or to be "smuggled" into San Francisco; how he had been swindled by an alleged immigration sharp, and how he suffered at Shanghai, where he left the ship, was related to Mr. Justice Gompertz, in the Summary Jurisdiction Court, to-day. The facts go to show how easily it is for those on the look-out in Hongkong to baffle those "green-horns" from the country, and on what a scale the smuggling of unfortunate men into various parts of the United States is carried on.

The case in point was in which a curio dealer named Chan Kwan Shan, of 24, Queen's Road Central, sued the Po On firm, 29, Queen's Road West, and its managing partner, Ng Ching Yuen, to recover the sum of \$300, which was alleged to have been deposited with a man named Chan Yik Kwong by the plaintiff, at the request of the defendants—money to purchase a passage ticket to America for the man Chan Sun.

Mr. P. Sydenham Dixon represented the plaintiff, while Mr. F. X. d'Almada e Castro defended.

The case for the plaintiff was told by the man Chan Sun, a native of San Wei district. He stated that he came to Hongkong on 20th April with the intention of proceeding to California.

Mr. Dixon—What did you want to go there for?

Witness—I have two brothers there who keep a grocery shop.

What did you do when you came here?—I went to the Kwong Man Sing firm (the plaintiff firm), where a man had some conversation with the plaintiff. I afterwards learnt that that man was to see the matter through.

Why did you go to the plaintiff?—He is a relative of mine.

Witness—I have two brothers there who keep a grocery shop. What did you do when you came here?—I went to the Kwong Man Sing firm (the plaintiff firm), where a man had some conversation with the plaintiff. I afterwards learnt that that man was to see the matter through. Why did you go to the plaintiff?—He is a relative of mine.

Was he to pay your passage?—Yes. And how was he to recoup himself?—Well, you see my brother's drafts always go through his hands.

The witness, continuing, said that he came to Hongkong to go to California in consequence of the receipt of a letter from one of his brothers.

On the 23rd April a man named Chan Yik Kwong took the witness on board a Japanese steamer. The passage was to cost \$300 and was paid by plaintiff. When witness got aboard, it was about 8 p.m. then, Chan Yik Kwong said to witness: "Well, old Chan, you had better sleep here. I'm very busy and can't attend to you now. I have to go ashore." He then left, and the ship sailed at one a.m. daylight.

(Laughter.) The witness here corrected himself and said one p.m. "I never saw Chan Yik Kwong again," went on the witness, "so I inquired whether he was on board. I asked the comrades and he said he did not know the man. I then related my story to the comrades." The ship sailed for Shanghai, where witness left her, and returned to Hongkong.

Mr. Dixon—How did you get back?—I had only \$7 on me, but I borrowed money from a nephew. The passage cost me \$10.

When you got to Shanghai what did you do?—I went to the Kwong Sing Fook firm, and then to the relative, requesting him to write a letter to the Kwong Man Sing, a firm of jewellers in Hongkong, telling them of my predicament.

The Court—Why did you leave the ship at Shanghai?—Because Chan Yik Kwong was not on board. He was to take me to America. Did you have any money on you to carry you to America?—No.

Have you tried to find Chan Yik Kwong since?—There was an advertisement for cheap goods for sale. (Laughter.) Have you seen him since your return?—No.

Did Chan Yik Kwong give you the passage ticket?—No, he only showed it to me. He said he would hand it to the ship's officer.

Mr. d'Almada (cross-examining)—Where did you reside when you came here?—At the Kwong Man Sing.

For how long?—Over ten days. Did you constantly see Chan Yik Kwong?—What could I see of him when he has absconded. (Laughter.)

Did you have any conversation with him?—No, no.

Did you get many letters from your brother asking you to go to America?—Constantly.

Did your brother in his letters say that he had arranged with the Customs people in America to allow you to land?—Yes.

And it was after your brother's assurance that he had arranged for your landing that you consented to go?—Yes.

You also told the plaintiff that everything had been arranged with the Customs people in America?—Yes.

And you asked him to arrange your passage?—How can I say whether I was allowed to land in America or not. It was for Chan Yik Kwong to purme through. (Laughter.)

Didn't your brother say he had arranged your landing?—My brother said nothing at all about arranging anything with the Customs people. All he said to me was to come.

But you said so a minute ago?—How could my brother tell whether I could land or not? Didn't your brother write to you saying he had sent drafts for your passage?—Yes.

You said you went on board a Japanese ship. Were there any Chinese crew on board?—Yes. How many?—Now, how do I know?

Are you sure there were Chinese crew on board?—Sure. I ought to know when a me of the crew belonged to my own village.

Were there any Chinese passengers?—I don't know. I know there were some Indian devils on board. (Laughter.)

Did you get any food on board?—I was a passenger.

How did you pay for your "chow"?—I told the comrades how I was situated. He said I had been swindled, and said I could pay at Shanghai.

Where were you quartered on board?—In a hold forward.

Was there any medical examination of the passengers and crew?—Not to my knowledge.

Was it not ill after the ship sailed that you were found in the hold?—No.

Are not your two brothers doing a good business in America?—How do I know?



Kowloon-Canton  
Railway.

## PROGRESS REPORT.

DELAY IN CONSTRUCTION OF KOWLOON  
STATION YARD.

At the meeting of the Legislative Council, this afternoon, His Excellency the Governor made special reference, in a speech of nearly an hour's duration, to the report (which was submitted by the Chief Resident Engineer of the Railway on the progress of the works in connection with the Kowloon-Canton Railway. Most of his Excellency's remarks were concerned with the increased estimates, necessitated by the inclusion of works which had not previously been incorporated in the estimates. Even the estimate, as at present submitted, was doubtful and merely approximate. He commented upon the large estimated increase in the cost of the tunnel and spoke at length on the subject of the bridges required in the course of the line. His Excellency gave credit to Mr. Waite for his work in connection with the tunnel, and expressed the opinion that it would be finished by the end of the year, and the permanent way opened by May, 1910. The Governor afterwards referred to the stations en route, stating that the report of the Medical Officer regarding the health of the employees was very satisfactory and that the average number of coolies employed on the railway during the year was 3,244.

The report of the Chief Resident Engineer (Mr. Graves W. Eves), dated 9th March, 1909, on the Kowloon-Canton Railway (British section) is as follows:—

In presenting this report for the work done during 1908 which includes an estimate for the completion, I would first make a few general remarks with regard to the progress and cost of the work going more into detail under each main head of the estimate afterwards.

Good progress has been made everywhere with the exception of the reclamation of a site for Kowloon Station Yard, but arrangements are being made whereby it is hoped that the delay in the completion of this work will not interfere with the opening of the line for public traffic. Elsewhere, especially in Beacon Hill Tunnel, the work has been carried out at a very satisfactory pace. The heading driving in the big tunnel will be finished fully six months ahead of the time specified in my last annual report, but I do not think it likely that the date specified in that opening for public traffic (May, 1910) can be altered.

In the New Territories the appointment of two native assistant doctors, one at Shatin and the other at Tai Po as well as the better medical and sanitary arrangements made during the year greatly facilitated the good progress made. The Railway Medical Officer's report shows very plainly how much benefit has been reaped by these arrangements which, though in some cases rather costly, have in every case considerably warranted the expense incurred.

At Tai Po the shaft suffered rather severely during the last six months of the year. Hardly a week went by without one or two of the European foremen being down with fever for two or three days at a time. Notwithstanding this, however, the progress there has been very good both in tunnel work and bridgework.

Turning now to the cost of the railway which is given in a summary at the end of this report, column C gives the figures of Mr. Bruce's and the Honorable Director of Public Works' estimate. Column D gives the estimated cost of works per last year's report. It is impossible to arrange that the first estimate should contain everything required for the railway without unduly delaying the publication of that estimate.

The total actual expenditure to date is given in columns J and K and the total estimated to complete in columns K and L and the sum of these represents the total cost of the railway given in column M.

## LAND.

The figures for land remain as in last year's annual report, and cannot be regarded as an exact estimate, since certain matters in regard to resumption, had the proportion of cost to be borne by the railway are not finally decided. The amount paid during the year was mainly for purchase of land at the south-east corner of Kowloon Peninsula commonly called Black-head's Point.

## EARTHWORK.

Under this heading the progress was good with the exception of the reclamation in Kowloon Station Yard which is in the hands of European contractors. Up to the end of December, 1908, when 60 per cent. of the contract time had expired, 2,265 feet out of a total of 4,300 feet of sea wall had been completed to full section and only about 40 per cent. of the quantity of earth in reclamation had been filled in. However, these percentages do not give a fair basis to calculate the time of completion as the progress now is better than during the first six months.

The high embankments between Hung Hom and the South Face of the Tunnel are giving trouble as the ground cannot bear the weight. In several places where the hard ground is very far below the surface, embankments are sinking in fast causing the ground to spurn up all round. The movement of the ground is affecting some of the bridges which have cracked in consequence. However, there is a surplus of excavated material from the cuttings to make up the subsidence and I expect that by the time the line is ready for public traffic, equilibrium will have been established and the subsidence reduced to a very small amount.

North of the range of the hills the earthwork has progressed in a satisfactory way. The rock has exceeded the estimate in both quantity and hardness. The interior of some of the big cuttings near Lok Lo-ha turned out to be much harder than was expected. The composition of the rock is quite different from the granite usually met with in Hong Kong; the majority of it is more like a greenstone or whinstone, very hard and brittle and difficult to drill through. In order to make the regular progress the rates had to be raised for

some of the cuttings. The large cutting north of Tai Po will probably be the last on the line to be finished. This cutting is carried through an enclosed valley at 17 feet lower than the surface of the valley. A very large amount of sub-soil water will have to be dealt with which will require rather larger drains than usual.

Nearly all the slopes exposed to the action of the sea have been protected by stone pitching and above this a flag has been done to protect them from the wash of heavy rain.

The cost of sea wall between Granville Road storm water outfall and Black-head's Point and also the cost of certain works required for the safeguarding of the railway in the big cutting near Hung Hom are now included in this sub-head (earthwork) and covered by savings on the general work. The Consulting Engineers have continually expressed an opinion that such a deep cutting as that at Hung Hom is not safe in soft material and now that the interior of the hill has been exposed and found to be of a soft friable nature certain works have to be carried out so as to avoid slips during heavy rain which might endanger the traffic.

## TUNNELS.

The first tunnel near Yau-mati was driven and fully lined during the year and only the masonry faces remain to be put on.

Beacon Hill Tunnel which is the largest work on the line made very good progress during 1908. Up to the end of 1907 the headings from both sides had been driven a total of 2,100 feet from the permanent faces. This represented, practically one year's work. During 1908 another 3,544 feet was driven making a total of 5,644 feet altogether, of which 2,528 was driven from the south and 3,116 from the north side. The difference in distance driven was due to a large extent to the length of 500 feet driven both ways from the shaft at the north side. In other respects the progress was fairly even on both sides of the hill. The material through which the heading was driven, at the south side, however, was much more variable, in some places wet running sand being met with, which added greatly to the expense and caused considerable delay.

The soft rock extended much further into the hill on the south side than on the north which will necessitate the heavy section of lining being carried much further than was estimated for.

Work was carried on night and day continuously all through the year with the exception of a stoppage of about ten days early in April at the north side to fix the cage in the shaft and in the end of July and the beginning of August the typhoon damaged the coolie sheds so much that the coolies all ran away and in consequence the work stopped for nearly a week. Not counting these stoppages but taking into account that work was carried on at four faces (two extra from shaft at north side) during thirty-five days, the average daily progress per face was 4.47 feet as against 1.97 per day per face for 1907.

During 1907 a total length of 465 lineal feet of heading was widened out to full section of tunnel and lined and during 1908 a length of 2,940 feet making a total of 3,405 feet. Of this total a length of 2,730 was lined to the full heavy section of brickwork.

The balance of 675 feet was left unlined to see if it would be safe to leave it without support. It was decided, however, in view of the constant change in the nature of the rock, that this would be rather dangerous so, a thin skin will have to be put in to prevent small pieces of rock breaking loose with the vibration of the trains and falling on to the line.

During the year it was found difficult to keep sufficient men on the work to make the widening out keep pace with the heading. It is hoped that when the headings meet there will remain not more than 250 feet of widening to do which should take about six months.

The cost of the tunnel-driving was very much reduced during 1908 due to better organization made possible by coolies getting more trained to the work. The estimate, however, will be very largely exceeded in this tunnel. The average cost per lineal foot of heading, enlarging and brickwork in during the year were \$70.49, \$140.86 and \$113.54 respectively. Up to December, 1907, the figures were approximately \$184.00, \$275.00 and \$221.00 respectively per lineal foot.

It is a very difficult thing to give a price for completion of this tunnel. With the constant variation of the rock and liability to sudden rushes of water the cost may vary as much as 50 per cent. per lineal foot between various months.

In the estimate for the completion I have allowed rates less than the average for the whole of last year as the costs during the year showed a fairly steady decrease.

The central part of the tunnel though it cannot be left altogether unlined can have the thickness of the lining very much reduced and a saving made in brickwork quantities compared with the outside lengths.

A rough estimate for the completion is:—  
Lining shaft at north side, \$ 6,000  
Heading driving, ..... 105,000  
Widening out, ..... 500,000  
Lining, ..... 410,000  
Depreciation of plant, ..... 100,000  
\$1,121,000

This brings the total cost of the tunnel to \$3,000,000 or \$1,300,000 more than my estimate of 1907.

This great increase above the estimate is particularly due to the unusual hardness of the rock met with.

The unusual hardness of the rock came as a great surprise. The interior of the hill consists of quite a different class of rock from that usually met with in the Colony. It is not the same kind of granite at all. In places it combines great hardness with the addition of numerous faults and cracks which causes the drills to jam. The quantity of explosives used is very great compared with other tunnels and this, above all other causes, made the greatest difference between the estimated and actual cost.

In September, 1908, the south face heading reached such hard rock that the consumption of dynamite reached thirty pounds per foot and

which was about three times what was estimated. This increase applies both to the heading and the widening and shows how misleading comparisons with tunnels in other parts of the world were. This hard rock has continued almost continuously at the south face, but not quite so badly at the north face. The great hardness of the rock necessitated very large gangs of blacksmiths to keep the drills sharp and also caused much greater wear and tear on the rock drills than was estimated for.

When writing my last yearly report I also had hopes that it would not be necessary to line the central portion of the tunnel except with a light flying arch and probably not even that. However, owing to the hard and massive nature of the rock it is necessary to build side walls from which to spring the arch for the roof as a 2700 bench cannot be dressed in the rock. The rock though very hard is full of faults and cracks which render it liable to shake loose and come down with the vibration of the passing trains. Any such accident would be very serious and the risk is not worth the saving obtained by leaving the tunnel without lining.

Damages done by typhoons were originally charged to a separate unestimated sub-head, but afterwards this damage was charged against the works concerned which was chiefly Beacon Hill Tunnel.

In Tunnel No. 3 the headings were completed and all fully widened out and lined except a length of forty-five feet to the centre. The two portals were nearly completed. The length of this tunnel is 320 feet.

One fifteen feet length of lining and one face remained to be completed of Tunnel No. 4 on 31st December, 1908. This tunnel is 170 feet long.

Tai Po Tunnel (No. 5) gave a great deal of trouble at the South Face. This side of the hill consists of yellow clay full of water which kept slipping into the cutting approaching the face of the tunnel. Great difficulty was experienced in making a start at heading driving as time after time the hillside slipped and blocked the entrance.

It was not until a length had been completely lined outside the slips that a safe entrance could be effected. However, all danger is now over. During the year a length of 573 feet of heading was driven out of a total of 914 feet and 138 feet 6 inches lined of which 50 feet is of flying arch type as the rock is very hard.

Tunnels 3 and 4 should be completed for the estimated amount but Tunnel No. 5 may exceed by a little owing to the great expense incurred at the south face.

## BRIDGES.

In building a railway, especially in a mountainous country, the expenditure under this heading is almost invariably underestimated. It is impossible even on a year's survey to decide what bridges are necessary to carry the water off and it therefore happens that many minor bridges are converted into major bridges and in places new minor bridges added. It very seldom happens that a bridge can be cut off altogether.

In the present case it will be noticed that there will be a large increase under the sub-head of major bridges. This is due to the fact that the number of major bridges has been increased and excess so caused will not be covered by the saving on these originally estimated for.

Under the heading major bridges, only two remain to be started, namely, Gascoigne Road Bridge in Kowloon Station Yard and a large River Bridge near Tai Po. The first of these has been very much increased in size above that estimated for and excess expenditure amounts to \$4,000 on this bridge alone. This bridge carries Des Vaux and Gascoigne Roads over the railway and will be put in hand soon. The increase in size referred to is necessitated by the fact that to avoid a right angle bend these roads must form junction on the bridge. The River Bridge at Tai Po will also be started in the near future. It has been decided to put this bridge in the bed of the present river instead of diverting the river through a new channel. This will add considerably to the cost as the foundations will have to be on wells sunk about 2 feet into the bed of the river.

The cracks in the bridges near Kowloon caused by the under-ground movements started when the heavy banks approached some of the bridges may cause a slight excess in the money required under this sub-head. I do not anticipate any serious expenditure from this cause except in the case of Bridge No. 8, a four span arch bridge on a high bank in the Kowloon Test Valley. This bridge was standing practically complete for nearly six months before the bank approached. The matter is now in the hands of the Consulting Engineer, but as the movement of the banks on either side is still considerable it may be necessary to dismantle the bridge and carry the foundations down on wells to the rock which is between thirty and forty feet below ground.

The bridge across Sam Chun River has been altered from that originally estimated for. The ironwork is now being made for double line gliders in order to carry a double line at the junction between the two sections.

When writing under minor bridges will, I hope, be about \$66,000. The saving is due to a certain extent to the fact that bridges have been altered from minor to major owing to the spans being increased. Against this must be put the fact that several bridges have been added for future road extensions near Tai Po as well as for waterways. There still remains to be started a bridge to carry a new road over cutting No. 1 running between Hung Hom and the Steam Laundry. This cannot be begun until the work on the cutting is further advanced. Very little now remains to be done on other minor bridges.

In almost every case the foundations of both major and minor bridges proved more difficult than usual. The labour was very bad especially the kind of labour required to put the timber in the excavation. A large amount of piling had to be done as well as pumping which was very costly, owing to the bad climate. It

was extremely difficult to keep good fitters and such skilled labour on the work.

The bridges on the Fan Ling Sub-division which, however, were chiefly minor, cost more than I originally estimated owing to want of facilities for transport and the fact that the local labour proved itself entirely unable to do the work. Coolies had to be imported and makeshifts built for them. It was also decided to burn bricks locally with coal as the ordinary Canton brick was not good enough for the purpose and stone was not available. Very good bricks were burnt but the cost was great, but not so great as imported stone. Indians had to be brought from India to load and fire the kilns as the Chinese did not know how.

There is a slight excess shown in culverts but again it is impossible to judge the future expenditure. The villagers who own land near the line of railway have a habit of saying nothing if the railway bank cuts off the irrigation water from their land. In one or two cases he has waited for two years and then asked that all his land should be bought. The methods of irrigation are very complicated and it is sometimes difficult to determine whether or no the railway bank really cuts off the water.

## TELEGRAPHS.

Under the main head of telegraphs some work was done during the year. The posts were put in place for about five miles at the northern end of the line.

In my estimate I placed the rates for ballast very high compared with railways in other Eastern countries in anticipation of excessive prices due to combinations. My estimate for top ballast is \$6.00 per hundred cubic feet. I hope to get it broken for less than this amount. Small quantities have been broken at \$3.00 per hundred cubic feet but a large contract can be let at this rate as whenever a large quantity is mentioned the contractors raise the rates.

At the commencement of the work I went into the question of the advisability of using mechanical stone crushers. There were several in use in the Colony at that time in the Naval Yard Extension Works and Quarry Bay. The conclusion arrived at from information given me was that stone crushers only pay when time is an object, and that they are no cheaper if the collection of large quantities of ballast can be spread over a long period of time.

A contract was let for sleepers (Australian) which was cheaper than the estimate though the present low exchange will not make the saving as much as it might have been. About 25 cents per sleeper will be saved making a total of \$15,000. A contract has also been let for the rails, but in the absence of any details it is impossible to say if there will be any saving under this heading.

## STATIONS AND BUILDINGS.

Very little has been done during the year under this heading. The expenditure shown was incurred on Tai Po Jetty. A sum of \$15,000 for a length of 330 feet was allowed in the estimate for this, but this sum will be exceeded by about \$7,000 as it has been decided to roof the jetty out into much deeper water than was at first thought necessary, being an extension of 200 feet. There will now be ten feet of water at low water spring tide. The passenger traffic to Sha U Chung is expected to be good and this jetty will accommodate large launches.

It has been decided to make two flag stations which are not allowed for in the original estimate. One of these is close to Tai Po New Market and should prove to be very much frequented. The other is to be at Lok on the British side of the frontier river.

It is proposed to treat these flag stations as experiments and to put up only a cheap temporary building. If the receipts warrant it, a more permanent building can easily be built afterwards with sidings, etc., for passing trains.

For reasons of economy it has been decided to have only very low platforms at Shatin, Tai Po and Fan Ling Stations. High platforms necessitating expensive foundations are costly and as a rule represent the heaviest item in a station estimate. The carriage stock is being designed so as to be easily entered from both the high terminal and the low wide station platform. The saving thus made will, I hope, balance the extra cost of the Tai Po Jetty and the two new flag stations.

Under the sub-head "Workshops" no expenditure has been incurred up to date. It has, however, been practically decided to erect a small workshop in Kowloon to keep the rolling stock of the British section in repair. The total cost of this shop with its tools and plant, etc., will be about \$100,000.

## PLANT.

There was some expenditure under the sub-head "Construction" during the year; a good deal of two foot gauge tramway and trucks were purchased as well as metre gauge stock for construction of the tunnel.

An indent has gone home for some of the permanent rolling stock for the line. One locomotive has been ordered and one more will be ordered shortly but it is not expected that payment will be made for these before 1910.

The underframes for eight carriages are on order. It has been decided to build the wooden superstructure locally and take advantage of the cheap labour and timber.

Eighteen waggons have also been ordered, twelve of which are of the long bogie type and six short ones. It is proposed shortly to order thirty more short trucks and a couple of goods brake vans.

## GENERAL CHARGES.

The expenditure under general charges was in excess of that estimated for at the beginning of the year. The excess is under salaries only, there being a decrease under other minor heads. It was not found possible to reduce the engineering staff as soon as it was expected. The fall in exchange also made a great difference. The expenses of salaries of engineering staff, stores, accounts and indoor officers, medical and consulting engineers' fees, however, are only 4 1/2 per cent. of the total works expenditure for the year and 5 1/2 per cent. of the total expenditure to date. This percentage compares

To-day's  
Advertisements.

LAST NIGHT! LAST NIGHT!

To-Night, May 13th.

GRAND AND SPECIAL  
ATTRACTIONTHE  
HIPPODROME  
CIRCUS AND  
MENAGERIE.GRAND BOXING CONTEST  
MIDDLE WEIGHT

Gunner Bedbrook 88 Coy. R.G.A.

vs.

Gunner Arundell 88 Coy. R.G.A.

WHO WILL FIGHT TO A FINISH

\$250 A SIDE \$250

Referee: J. KENNEDY.

Timekeepers: Messrs. KELLY and GLOVER.

Time and Prices as usual.

Box Plan at ROBINSON PIANO CO.

Special Cars will be run before and after the Performance.

DON'T FORGET ABSOLUTELY LAST NIGHT.

A. JACKSON, Representative.

Hongkong, 13th May, 1909. [402]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LEITH, ANTWERP, LONDON

AND STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 20th May, or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th May, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 13th May, 1909. [411]

very favourably with similar expenditure on other railways. The total cost of superior supervision to date including quarters and office expenses is only 68 per cent. of the total expenditure.

Arrangements were made early in December and one sub-divisional office was closed on the 1st January, 1909, the services of one assistant engineer having been dispensed with.

It may be possible to make further reductions on the staff charged to this main head of the estimate later on in the year. The amount of reduction will depend greatly on the health of the staff as during the rainy season medical furloughs places many of the staff on the sick list for several days at a time which throws extra work on those who are well. It would therefore be highly imprudent to reduce the staff prematurely and run the risk of bad work being done especially as any reduction would represent such a very small percentage of the total expenditure.

The cost of general management and supervision is given below in percentages of the total expenditure for the year:—

Salaries of all engineers	15 per cent.
C.R.E., D.E. & A.R.s and chief storekeeper with their indoor staff of clerks, carters, etc.	14 "
Salary of railway Medical Officer	14 "
Consulting engineers' salary and Home office expenses	40 "
Accounts and audit office	45 "

In addition to the above there is the outdoor staff of inspectors of works, overseers, timekeepers, etc., whose pay is charged direct to the works on which they are employed. The salaries of these men amounted to 5.21 per cent. of the expenditure during the year. Considering the difficult nature of the work and scarcity of labour and contractors with any knowledge of railways, I consider the above percentages extremely good, as they compare well with other Railway construction, even in easier country.

It was found difficult to obtain good foremen; those sent out from Home though they knew their work well were often troublesome to deal with. The cost of getting them out from Home made it possible for them to behave very badly before they could be dismissed and they in many cases took full advantage of this. One assistant engineer can be got for the same cost as two foremen and I certainly think in China that it pays to have more assistant engineers with shorter sections and fewer European foremen.

There are very few departmentally paid coolies on the work now. These are mostly at Beacon Hill Tunnel and consist of the skilled labour driving engines, keeping the plant in order and sharpening tools, etc. All the rest of the work is on petty contract or piece work rates.

The cost of labour varies very much with the place. The highest wages have to be paid at Tai Po. Ordinary blacksmiths and fitters are paid eighty cents per day at the South Face of Beacon Hill Tunnel, ninety cents at the North Face and a few get one dollar per day at Tai Po. Carpenters get from seventy to eighty cents per day and blacksmiths hammermen forty to fifty. It is very difficult to say what the ordinary coolie earns. In the tunnel nearly all are on piece work. The highest wages are paid to the coolies who work the drills at the heading faces and these earn over one dollar per day. The rates are gradually reduced till those working outside get about forty cents per day. The average number of coolies employed per day on the Beacon Hill Tunnel throughout the year was 1,333 and about 1,711 on the rest of the line North of the Kowloon Hills.

## Intimations.

THE DAIRY FARM CO., LTD.

Have much pleasure in announcing further

REDUCTIONS

BUTTER PRICES

FROM 1st MAY, 1909.

"Buttercup" Brand ..... 65 cents per lb.

"Dairymaid" Brand ..... 70 "

"Daisy" Brand ..... 75 "

May be had in 5 lb. pats.

Hongkong, 3rd May, 1909. [380]

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VCEUX ROAD CENTRAL (lastly occupied by Madame Jay).

Hongkong, 29th April, 1909. [376]

INSURANCE MAN seeks Engagement. 28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

Apply—

"VICTOR,"

C/o Hongkong Telegraph.

Hongkong, 30th April, 1909. [382]

## NOTICE.

MR. H. BARBAGE of the firm PIERLOT & BARBAGE of Yunnan is passing through here and is desirous of entering into business relations with export firms for the following lines, viz:—

HIDES, HORNS, BRISTLES, HUMAN HAIR, WAX, HONEY and MUSK.

Samples and particulars can be seen at the Astor House Room 33 by appointment.

Hongkong, 11th May, 1909. [406]

## NOTICE.

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon, and district that, provided sufficient support be forthcoming, he will be prepared to ESTABLISH a SHOEHORN FORGE at Kowloon, where Horses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of horses or ponies to the undersigned.

G. W. GEGG,

Manager,

Kennedy's Stables.

Hongkong, 4th May, 1909. [392]

## NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 27th February, 1909. [219]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... \$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States; calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John or Quebec.
"EMPRESS OF INDIA".....	"EMPRESS OF BRITAIN".....
SATURDAY, MAY 22ND.	FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN".....	ALLAN LINER.....
SATURDAY, JUNE 12TH.	FRIDAY, JULY 9TH.
"EMPRESS OF CHINA".....	"EMPRESS OF IRELAND".....
SATURDAY, JULY 3RD.	FRIDAY, JULY 30TH.
"MONTEAGLE".....	
WEDNESDAY, JULY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent) by Canadian Pacific direct line.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over, privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....

Via New York.....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. CHADBOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 14th May, 4 P.M.
SHANGHAI	HANGSANG	SUN, 16th May, Daylight
SHANGHAI	WINGSANG	MONDAY, 17th May, 4 P.M.
TIENSIN	WEI HAI WAI & CO. CHIP HING	MONDAY, 17th May, 4 P.M.
KOBE	AMARA	TUESDAY, 18th May, 4 P.M.
SGAPORE, PENANG & CALOUTTA, NAMSANG		TUESDAY, 18th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	WEDNESDAY, 19th May, Noon
SGAPORE, PENANG & CALOUTTA, LAISANG		FRIDAY, 21st May, Noon
MANILA	YUENSANG	FRIDAY, 21st May, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS). The steamers Kwang, Namang and Rongang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan (passengers leave the steamer at Yokohama and rejoin at Kobe).

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Choofo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simpunan, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 61. Hongkong, 13th May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To Sail
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	14th May, 4 P.M.
SHANGHAI	"ANHUI"	16th " Daylight
HOIHOW & HAIPHONG	"SINGAN"	16th " " "
CHINKIANG	"SHANTUNG"	16th " 4 P.M.
CEBU & ILOILO	"BUREIANG"	17th " 3 P.M.
MANILA	"TUNGSHAN"	18th " 4 P.M.
CHFOO & TIENSIN	"KUEIHOW"	19th " 4 P.M.
SHANGHAI	"CHINHUA"	20th " " "
NEWCHWANG	"KWEIYANG"	21st " " "
SHANGHAI	"CHENAN"	23rd " Daylight
MANILA	"TAMING"	25th " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANDI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lintan, Chinkiang) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—single \$40, return \$70. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 36. Hongkong, 13th May, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Date
ROBI	1540	R. W. Almond	MANILA	SATURDAY, 15th May, at Noon
LAZIRO	1540	R. Rodger	MANILA	SATURDAY, 22nd May, at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. Telephone No. 101. Hongkong, 13th May, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	" 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 30th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 4th May, 1909.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 14th April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ALDENHAM," Captain St. John George, will be despatched as above on WEDNESDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th May, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, B.C., SEATTLE & TACOMA, MOJI, KOBE AND YOKOHAMA.

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED.

Queen's Building, Hongkong, 24th April 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER

"KWONG SAI" Capt. E. S. OWEN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIH ON S.S. CO., LD.

No. 1 Queen's Road West, Hongkong, 26th April, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 7th April, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

" Bollock's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau On

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai

" Mutton Chop—Yeung Pal Kwat

" Leg—Yeung Pal

" Shoulder—Yeung Shau

" Pigs' Chittlings—Chi cheong

" Brains—Chi Kook

" Feet—Chi Kook

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork, Chop—Chi Pal Kwat

" Corned—Ham Cho Yuk

" Leg—Chi Pal

" Fat or Lard—Chi Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung On

" Sucking Pigs, To Order—Chi Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Soles—Tat Sa Yu

Teuch—Wan Yu

Turbot—Cho How Yu

Turtles, small, fresh water—Keok Yu

White Bait—Ngau Yu Chai

FRUITS.

Almond—Hung Yan

Apples, (California)—Kam San Ping

" (Chafoo)—Tis Chai Ping

" (Chafoo)—Tis Chai Ping

" Opstar—Fai Lai Chai

Bananas, fragrant, Canton—Sung Sheung

" (brides), Macao—Sung Sheung

Chestnuts, Chinese—Fong Lut

Carambola—Yeung Tou

Cocoanuts—Yeh Tas

Grapes—Sin Tai Tas

Lemons, China—Ning Moong

" Amer.—Kam San Ning Moong

Lichees, Small Stone—Lai Chi Con

" Fresh, Lai Chi

Limes, (Siam)—Sai Kung Ning

" (Siam)—Sai Kung Ning

Mango, Manila—Lui Sung Moong

Mango, Saigon—Sai Kung Moong

Mangosteens, San Chuk Tai per 100

Oranges, Tim Chang

" Small—Tai Kut

" Mandarin—Tim Kut

Olives—Pak Lam

Passion Fruit

Pears, (American)—Kam San Shut Li

" (Canton), Cooking—Sa Li

" (Shanghai)—Sheung Hoi Li

Peanuts, Fa Sang

Persimmons, Large—Hung Hoi

Pineapples, 1st quality—Sheung Foon

" 2nd quality—Chung tang

" Paw-law

Plataine—Tai Chai

Plum, Swatow—Hung Lai

Pumelo, Siam—Chim Lo Yau

Walnuts, Hoi Tou

" Green—Sang Hoi Tou

Shanghai Lo Kwai

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah

" Chai Chai

Beans, (French) Macao—Oh Moon Pin

" (French), Shanghai—Sheung Hoi

" Pin Tau

Beans, Sprout—Ah Chai

Beans, Long—Tat Kok

Beet Root—Hung Chai Tau

Brijala, Green—Chung Yuen Ker

Brijala, Red—Hung Ker

Brassica—Pak Choi

Bamboo Shoots—Chook Shun

Cabbage, Chinese, com.—Kai Choy

Cabbage, Red—Kai Lan Tau

Cabbage, (Shanghai)—Yeh Choi

Cane Shoots, bunch—Kau Shun

Cauliflower, Large size—Tai Yeh Choi

" Fa

Cauliflower, Medium size—Chung Yeh

" Choi-fa

Cauliflower, Small size—Sai Yeh Choi-fa

Carrots—Kam Shun

Celery, Chinese—Toong Kan Choy

Celery, English—Yeung Kan Choi

Celery, White—Pak Yeung Kan Choi

Chillies, Dried—Con Lat Chai

" Red—Hung Fa

" Green—Chung Lat Chai

" Curry Stuff, English—Kai Chai Liu

" Cucumbers—Chung Kwa

" Bitter Squash—Fu Kwa

" Garlic—Suen Tat

" Ginger, young—Sua Tas Keung

" old—Lo Keung

" Horse Radish, Shanghai—Lik Kan

" Indian Corn—Suk Mai

" Lettuce—Yeung Sang Choi

" Water Cress—Ma Tai

" Mandarin—Kwai Lum Ma Tai

" Musk Melon

" Mushrooms, Fresh—Sung Chai Kuo

" Onions, Bombay—Yeung Ching Tau

" Green—Sung Ching

" Shall—Sheung Hoi Ching Tau

" Japan—Yat Poon

" Okras—Mo Kye

" Parsley, English—Yeung Un Sai

" Grapes, Red

" Green—Sung Ching

" Potatoes, Sweet—Fai Shu

" Shanghai—Sheung Hoi Shu

" Taro—Wo Tau

" Turnips, Fan-ti (Long)—Low Pak

" English—Yeung Low Pak







## SHARE QUOTATIONS:

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AN- NUALLY BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000	\$3,006,334	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.034	5 1/2 %	{ \$945 buyers London £89.10
National Bank of China, Limited .....	99,925	£7	£6	{ £4,000 £15,000	\$10,323	\$2 (London 3/6) for 1903 .....	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$450	\$50	{ \$1,500,000 \$212,757 \$211,950 \$215,000	none	\$14 for 1907 .....	7 1/2 %	\$195 sales
North China Insurance Company, Limited .....	10,000	£15	£5	{ Tls. 150,000 Tls. 395,747 Tls. 118,277 \$3,000,000	Tls. 160,512	Interim of 7/6 for 1908 .....	5 1/2 %	Tls. 104 ex div.
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	{ \$3,000,000 \$191,748 \$100,000 \$68,100	\$1,464,911	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 .....	6 %	\$810 buyers
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	{ \$3,000,000 \$54,445 \$199,64 \$1,000,000	\$7,07,637	\$12 and bonus \$3 for 1907 .....	7 1/2 %	\$235 sellers
<b>FIRE INSURANCE.</b>								
China Fire Insurance Company, Limited .....	10,000	\$100	\$20	{ \$1,000,000 \$43,661 \$11,802	\$375,341	\$6 and bonus \$2 for 1907 .....	7 1/2 %	\$107 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$1,438,173	\$568,711	\$27 for 1907 .....	8 1/2 %	\$345 sales
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$12	{ \$7,000 \$264,538	\$1,025	\$1 for 1906 .....	...	\$12 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$150,000 \$99,067	Nil.	24 for year ending 30.6.1908 .....	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	{ \$150,000 \$607,500 \$79,423 \$15,344	\$20,279	Final of 14 making \$14 for 1908 .....	8 1/2 %	\$314 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) ...	60,000	£5	£5	{ £10,000 £240,000	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	4 %	{ \$12 \$18
Shanghai Tug and Lighter Company, Limited .....	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 720,000	Tls. 14,510	Final of 14 making Tls. 34 for 1908 .....	7 1/2 %	{ Tls. 53 buyers Tls. 55 buyers 58/- buyers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	{ £10,000 £10,000	£63,817	Second interim of 1/- for a/c 1908 .....	...	...
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	{ \$10,000 \$47,848	\$98	{ \$1.00 for year ending 10.4.1908 .....	4 %	{ \$15 sales \$15 buyers
Taku Tug and Lighter Company, Limited .....	10,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 484,479 Tls. 14,102 Tls. 81,000 Tls. 7,000	Tls. 2,215	Final of Tls. 14 making Tls. 24 for 1908 .....	11 %	Tls. 45 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	10,000	\$100	\$100	{ \$500,000 \$50,848	Dr. \$5,858	\$5 for year ending 31.12.08 .....	3 1/2 %	\$1574 buyers
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ none	Dr. \$135,833	\$3 for 1897 .....	...	\$16
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 9,173	Tls. 31 for year ending 31.8.08 .....	...	112.160 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £175,000 £12,289	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09 .....	7 %	Tls. 16 buyers
Rio Australian Gold Mining Company, Limited .....	150,000	£1	18/10	{ £1 £4,873	Dr. £2,191	No. 12 of 1/- = 48 cents .....	...	\$3 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	{ \$50,000 \$26,806 \$40,000	Dr. \$7,421	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	60,000	\$50	\$50	{ \$50,000 \$26,806 \$40,000	\$30,102	Final of 5 1/4 making \$34 for 1907 .....	...	\$57 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$100,000 \$19,191	\$ 87,098	Final of 14 making \$8 for 1908 .....	10 %	\$72 sellers
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 33,712	Interim of Tls. 24 for 6 months ending 31st October, 1908 .....	6 %	Tls. 85 buyers
Shanghai and Hongkew Wharf Company, Limited .....	36,000	Tls. 100	Tls. 100	{ Tls. 697,357 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908 .....	6 %	Tls. 170 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$10,000	Tls. 2,134	Tls. 6 for year ending 29.2.09 .....	6 %	Tls. 101 buyers
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	{ \$10,000 \$1,000	Dr. 4,230	\$24 for year ending 30.6.07 .....	...	\$101 sellers
Central Stores, Limited .....	50,123	£12	£12	{ £1,000 \$548,975	\$24,611	\$1.20 on old and 60 cents on first new issue .....	...	\$1.84

\* These shares are entitled to half of the profits.....

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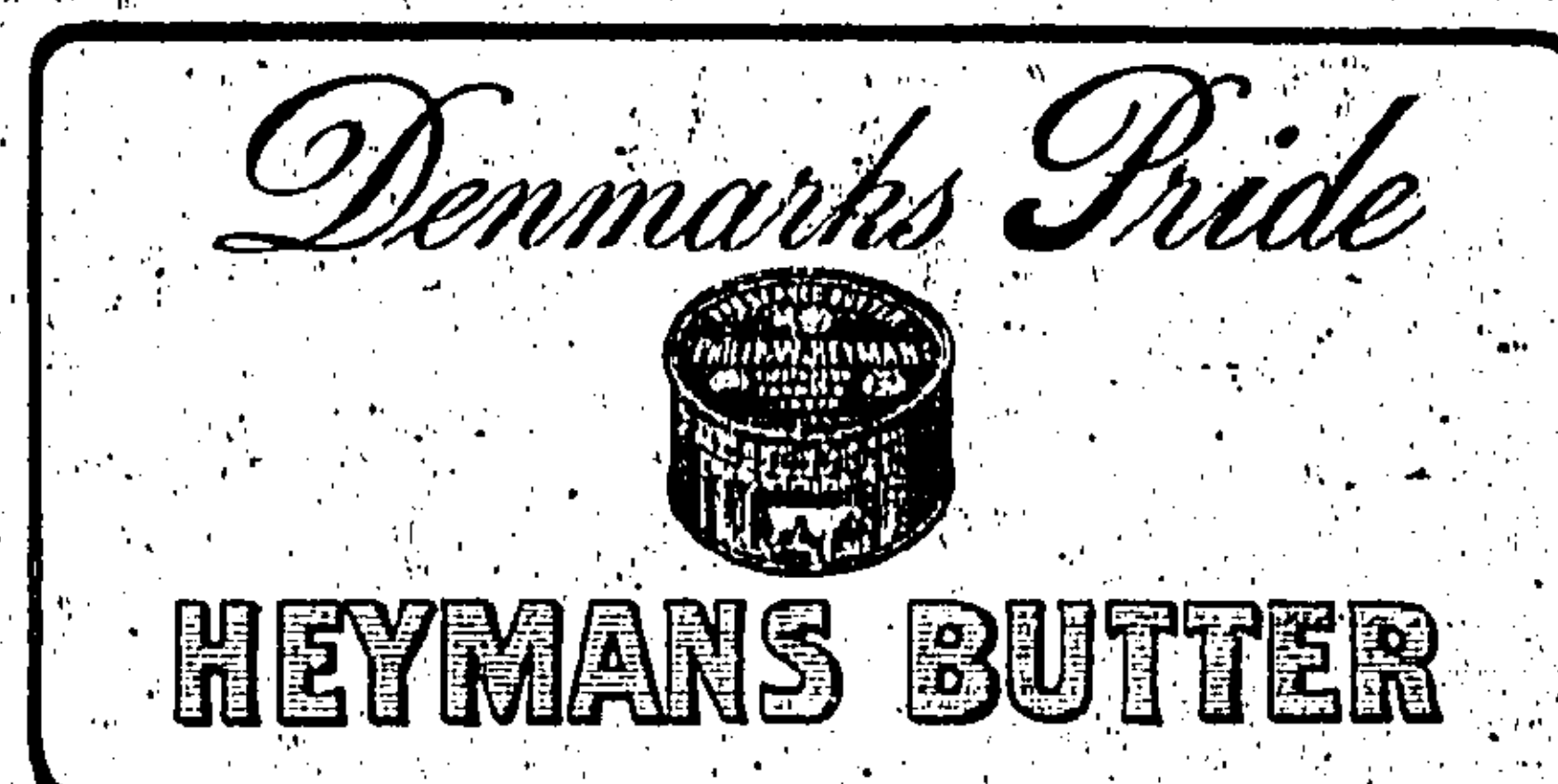
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# VETARZO

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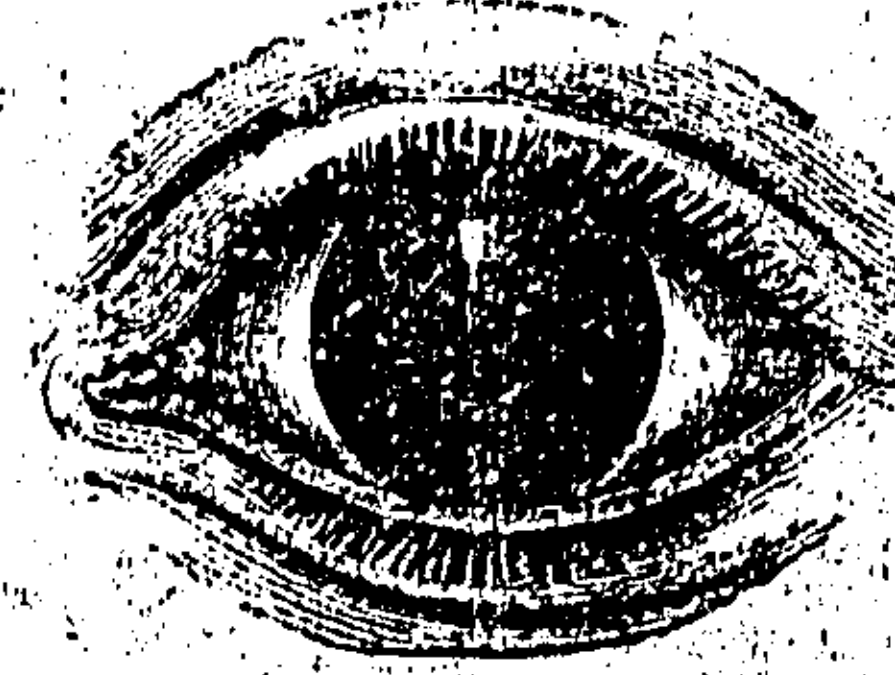
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